

Mobility of People, Goods, Information and Energy Tollgate #3

1. Map of Causal Factors

No changes.

2. List key indicators of success and high-level purchase strategies. Please note if changes have been made from Tollgate #2.

No changes have been made.

Indicators

- Improved internet connectivity at homes, businesses, schools.
- State energy prices compared to the national average.
- The balance between demand for energy and the supply.
- Preserving the infrastructure

Strategies

- Focus dollars on preserving key components of the existing system.
- Give priority to investments and purchase activities that optimize the use of the existing system and ensure safe travel.
- Create financing tools and strategies that can pay for and schedule the “mega projects” so sufficient financing is available to pay for each project without cannibalizing preservation or evading system optimization tools.
- Where possible, link the price to the service so users (travelers) can make informed choices.
- Ensure that telecommunications markets operate in a way that promotes full and fair competition, which in turn leads to lower prices, better service, and technical innovation.
- Where competitive markets have not developed, the state must regulate those private telecommunications services that fall under state authority to ensure universal service, service quality, and fair, just, and reasonable prices.
- The state can use its power as a large purchaser and user of telecommunications and information services to make strategic purchases that drive private investment to underserved areas.
- The state taxes telecom services as a source of general fund revenues.
- The state authorizes excise taxes on phone bills to fund assistance to citizens who lack the means to purchase affordable basic telecommunications services.

- Direct or encourage all load-serving entities to adopt and implement integrated resource plans to ensure they have adequate resources to meet their obligation to serve their customers' projected long-term energy and capacity needs.
- Encourage the development of a balanced and environmentally sound resource portfolio that includes cost-effective conservation and renewables (e.g., wind, geothermal, hydro, biomass, and solar technologies), as well as least-cost conventional resources.
- Preserve the benefits of service from the Federal Columbia River Power and Transmission System for Washington consumers. . To this end, continue to aggressively counter federal efforts in the areas of mandatory "Standard Market Design" and mandatory "Regional Transmission Organizations" while at the same time working in support of federal efforts to establish reasonable reliability standards.
- Preserve and promote Washington's cost-based energy system to benefit the end-use consumer by providing reliable power and reduce consumers' vulnerability to supply shortage and price volatility.
- Encourage utilities, BPA and others as they work to reduce congestion and improve the reliability of the transmission system, to assess all potentially practicable and cost-effective alternatives, including but not limited to targeted demand reductions, generation additions, system upgrades, and new line construction.
- Foster a predictable and stable investment climate to facilitate adequate and efficient access to capital markets for independent power producers, federal agencies and Washington's public and private energy industry.
- Streamline the lead-time for siting and permitting new energy facilities. EFSEC should continue to develop clear and concise siting standards.
- Promote Washington State as a leader in clean energy technologies by supporting and attracting companies active in developing, manufacturing and selling these technologies. In addition, lead by example with clean energy, energy efficiency, and sustainable practices in state and local government operations.

3. Based on agency budget submittals, agency responses to targeted budget instructions, and other research since Tollgate #2 please answer the following questions:

A. What one or two new ideas suggested by your team or agencies appear most worth pursuing to improve results or reduce costs?

Mobility of People and Goods

We need to “purchase” a strategy that recognizes that our capital requirements are far beyond our revenue resources. This strategy must focus on reducing the estimated cost for meeting our transportation needs over the next 20-30 years by optimizing the efficient use of the existing system, utilizing more resources to maintaining and preserving the system, and further reducing the estimated unmet need of \$50 billion. Therefore, our high-level purchase strategies should:

- Focus dollars on preserving key components of the existing system.
- Give priority to investments and purchase activities that optimize the use of the existing system and ensure safe travel.
- Create financing tools and strategies that can pay for and schedule the “mega projects” so sufficient financing is available to pay for each project without cannibalizing preservation or evading system optimization tools.
- Where possible, link the price to the service so users (travelers) can make informed choices. This will provide federal, state, local governments and private organizations with information on what the users want, when they want it and how much they are willing to pay.

The Washington State Department of Transportation (WSDOT) was not asked to provide specific proposals since many of their current activities support the results we want to achieve. As we review the budget the department has proposed for 2005-07 we will be looking for ways to maximize the results we can achieve with our current resources.

At the last tollgate meeting the guidance team asked the mobility team to consider how changes to the environmental permitting process could benefit projects that improve the mobility of people and goods. As a result, we are reviewing a proposal made to another results team to fund an existing state program that “pre-permits” a specific area before development starts.

Mobility of Information and Energy

We are not making specific funding proposals beyond current activities. However, we are developing legislation to move the Washington Telephone Assistance Program from the Department of Social and Health Services (DSHS) to the Utilities and Transportation Commission (UTC).

B. What changes in government operations, or in state law, are necessary to implement these new ideas?

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Last year WSDOT proposed legislation that would allow vehicles with only one occupant to use the HOV lane on state route 167 if they pay a fee. The department will propose this legislation again in 2005.

Mobility of Information and Energy

We asked the UTC and the DSHS to develop alternative ways to fund the Washington Telephone Assistance Program. Both agencies are developing legislation that will move the program to the commission however, the legislation does not propose making any changes to the revenue source for the program.